

ANTI-TRUST BILLS STIR UP JEALOUSY

Rivalry Between Two House Committees in Regard to Jurisdiction.

HEARING ON MEASURES WILL BEGIN THIS WEEK

Public Invited to Testify on Stock Issuance and Duties of Trade Commission.

(From The Tribune Bureau.)
Washington, Jan. 27.—With indications of continued rivalry between them, the House Committee on Interstate and Foreign Commerce and the Judiciary will begin hearings before the end of the week on the anti-trust programme. The Judiciary Committee will open its inquiry Thursday, and on Friday the Interstate Commerce Committee will begin hearings on the trade commission bill and the measure to regulate the issuance of railroad stocks and bonds.

Chairman Adamson of the Interstate Commerce Committee issued a statement today which refers indirectly to the question of jurisdiction of the respective committees to which was referred the President's message on trusts. Mr. Adamson, who has jealously maintained the right of his committee to handle all the features of the anti-trust programme relating to interstate commerce, says he has never doubted that the Interstate Commerce Committee would be recognized when the President's message was "referred" by the House.

Under the existing arrangement the Judiciary Committee, headed by Mr. Clayton, will conduct hearings on three bills and the Interstate Commerce Committee will have absolute charge of two. There are reports that the Adamson committee may seek to wrest from the Clayton committee jurisdiction over the bill prohibiting interlocking directorates, which relates primarily to interstate commerce—although the Democratic caucus several months ago directed the Clayton committee to go into the subject.

The Senate Interstate Commerce Committee will meet to-morrow to begin consideration of the interstate commission bill and to discuss the proposal of joining with the House Judiciary Committee in hearings on the bills to supplement the Sherman act.

UNITE TO FIGHT HINMAN FOR CHANGES IN RULES

Progressive Republicans, Progressives and Independent Democrats in Pact.

(By Telegraph to The Tribune.)
Albany, Jan. 27.—Progressive Republicans have enlisted the support of independent Democrats and the seventeen Progressives in their determination to have the Assembly rules changed so as to insure liberality in legislative procedure. Four of the Progressive Republicans—Horton, Lockwood, Kadie and Knapp—representing the anti-Barnes faction, conferred with some Democrats and with Michael Schaap, the Progressive leader, this evening. All agreed that they would stand out to the end for a radical revision of the rules. The four changes they insist on, and which the Barnes faction has refused to consider, are:

All committee meetings must be public. The Rules Committee control to be restricted to the calendar and its power over legislation to be ended. A detailed and printed record of each day's session to be placed on the members' desks daily. Any committee may be discharged from further consideration of a bill by a majority vote of members present, and not by a majority of elected members.

MAY ARBITRATE AGAIN

Trainmen and Managers Take Up Award Disputes.

Complaints made by the trainmen on the Eastern railroads that several of the lines are not living up to the arbitrators' award are the subject of conferences here, which will continue all this week, between the general adjustment committees of the trainmen and conductors and the conference committee of managers.

It was agreed that when the conferences are over any of the disputed points not settled at the conferences would be referred to the arbitration board. W. G. Lee said last evening that about eighty of the disputed points have been settled in conference. He did not believe that all the points in dispute would be settled at the conferences, and said it was pretty certain that some of them will be referred to the arbitration board.

The members of the arbitration board can be summoned by the Board of Conciliation and Mediation, created under the Newlands act, and Eliza Lee, chairman of the managers' committee, said that a request has been sent to Judge William L. Chambers, chairman of the Mediation and Conciliation Committee, to inform the board of arbitration in case, as expected, there are points which cannot be settled at the conferences.

Prescribed for Convalescents

There could be no higher endorsement of the purity and nutritive value of Bass Ale than the fact that so many physicians prescribe it for convalescing patients.

Bass Ale

On Draught and In Bottle Everywhere

Special Price (15 gallons) for family use on draught at home, from any department store, dealer or jobber. Bass & Co., Importers, 99 Warren St., N. Y.

LEFT "DEBTS OF HONOR"

Brown Asked Executor to Re-pay His College Chums.

William Brown, a lecturer on history at Harvard University and editorial writer for several magazines, who died October 19, 1913, did not leave a large estate, but he had a high sense of honor. Mr. Brown left less than \$1,000. However, he made provision in a memorandum for the payment of many debts contracted at Cambridge, beginning as far back as 1884 and amounting to several hundred dollars more than his estate. He asked his executor to repay these debts as far as practicable, not even forgetting that he owed six golf balls to I. Townsend Burdett, Jr. Mr. Brown referred to these obligations as "debts of honor."

The memorandum left for John C. Breckinridge, executor of the will, was written by Mr. Brown on August 27, 1903, in Prescott Hall, Cambridge, Mass.

Another memorandum of later date increased the indebtedness \$287. The memorandum also gave a list of his books in which he had royalty rights. Mr. Brown provided that, after his "debts of honor" were paid, his brothers, Wilson R. Brown and Eugene L. Brown, of Birmingham, are to divide the estate.

SOURCE COLLECTION REPEAL SOUGHT

New York Complaints Move Cantor to Ask Congress for Income Tax Change.

(From The Tribune Bureau.)
Washington, Jan. 27.—Moved by complaints of residents of his district and a growing dissatisfaction with this feature of the law, the repeal of that clause of the income tax law which provides for "collection at the source" is provided in a bill introduced in the House by Representative Cantor, a New York Democrat. "It is very difficult to collect the income tax at the source," said Mr. Cantor, whose bill is the first proposing a repeal of any provision of the income tax. "The system is so complicated and there may be so many deductions that create confusion on the part of the citizens making the return. The complication becomes very serious in large cities, especially when it comes to making a return to the collector of internal revenue."

"In other words, it creates on the part of the citizen a piecemeal sort of collection or deduction. I have received many complaints about this from citizens of New York City, especially from those who are perfectly willing to pay the tax imposed by the law, but who believe that they should be permitted to make returns showing their own income tax values, without so many complications and minus so much confusion. My principal objection is that the collection at the source complicates the entire situation and is causing confusion everywhere."

SEEK DOCKS FOR BEEF

Argentine Men to Open Meat War and Bring Prices Down.

Seeking dock facilities and storage houses, William Dixon Barnitt, general manager of the Argentine Beef Company, and Alfred Benjamin, the company's New York agent, visited Jersey City yesterday. They say they propose opening a beef war, which will materially lower meat prices here.

Jersey City owns one dock that would be available, and sufficient property for storage houses could be purchased nearby. But the Argentine men were not enthusiastic.

They are to inspect other sites in New York, Brooklyn and along the Jersey shore on the Lower Bay.

400 GIRLS ESCAPE FIRE

Building a Mass of Flames Five Minutes After Workers Leave.

Five minutes after four hundred girls had left last evening the five-story building in Irving street, between Van Brunt and Columbia streets, Brooklyn, occupied by the Hills Brothers Company, fruit packers, fire started on the fourth floor. As no one was in the building when smoke was seen issuing from the windows, the origin of the blaze remains a mystery.

The section in which the fire had its inception was separated from the other part of the building by a fire wall, and after a two hours' fight, the firemen were convinced that this wall had confined the blaze, but continued pressure of the flames had weakened it and unexpected fire broke out and permitted the flames to spread rapidly all through the structure. The entire building was destroyed.

O'DANIEL SWORN IN AS FOURTH DEPUTY

Becomes Executive Officer to Commissioner McKay—Man for Brooklyn Soon.

Edgar V. O'Daniel was sworn in as the fourth Deputy Police Commissioner yesterday by Police Commissioner McKay at Police Headquarters. Commissioner McKay was asked regarding the appointment of a deputy for Brooklyn, which has heretofore been the duty of the fourth deputy. He said Brooklyn would be taken care of as soon as the appointment of another deputy commissioner was announced.

When the fourth deputy reached his office a letter from the Commissioner, defining his duties, was handed him. McKay, in his instructions to the fourth deputy, says: "Act as executive officer to the Police Commissioner; hold trials of delinquent members of the force, as may be directed by the Police Commissioner; exercise supervision over the routine operation of the chief clerk's office and the bookkeeper's office, especially the issuance of licenses for masquerades, fancy dress balls, theatrical and concert hall performances, steamboat and railroad runners and for immigrant boarding houses."

ROUTS CAPTORS OF GIRLS

Driver Puts Two Men in Auto to Flight Near Cemetery.

The screams of two girls, sounding from the edge of the Arlington Cemetery, on the Belleville turnpike, near Kearny, N. J., yesterday afternoon brought the driver of a grocery wagon to their rescue, and he found the girls struggling with two men. An automobile stood near by.

When the driver appeared the two men sprang into the machine and departed quickly.

The girls, who refused their names and said they lived in Jersey City, explained that the young men had invited them for a ride. They were placed on a streetcar.

"REBATES DEplete RAILROAD INCOMES"

"Allowances" of \$15,000,000 Year Made "Trusts," Says Interstate Body.

MUST END PRACTICE BEFORE RATE RAISE

Special Concessions Made to Big Industrial Combines Held Illegal.

Washington, Jan. 27.—Inefficient service furnished natural ice shippers in the East costs both railways and patrons vast sums annually, according to witnesses appearing to-day before the Interstate Commerce Commission in protest against the general 5 per cent advance in freight rates demanded by the Eastern trunk lines of the territory. The ice shippers asserted that with proper attention the carriers could reduce the rates and yet reap a greater profit on the business.

H. W. Bahrenburg, of Hoboken, N. J., president of the Natural Ice Association of America and head of the Mountain Ice Company, the largest individual shipper in the territory, said the business would not stand the proposed advance. He said the records showed that irregular shipments, deficient equipment and slow handling added 5 per cent of the rates to the carrier's cost of handling.

Allowances paid for the operation of "plant railways," the decision says, are important "to the great mass of shippers, who neither receive the allowances or free services nor are in a position to claim them, but who, in the open market, must, nevertheless, meet the competition of industries so favored and are put at a commercial disadvantage that is obvious and sometimes very acute."

Railroads Lose \$15,000,000.

The commission says it regards \$15,000,000 as a conservative estimate of the amount railroads lost annually in money and service.

The commission further sets forth that "the matter is of far-reaching consequence to the public, for upon the general public lies the burden of contributing sufficient revenues to the carriers to enable them to meet their expenditures and earn an adequate return upon the property devoted to the service of the public."

"During the year ending June 30, 1911," said the decision, "the railroads performed for a single steel industry, the Republic Iron and Steel Company, at Youngstown, Ohio, free spotting service at a cost to the railroads of \$94,325. "If the allowances and free services may, on any ground, be justified and found to be lawful," says the decision, "they will be claimed and must in the near future be extended to all industries similarly situated. We are, therefore, at the very heart of the ways with respect to this very heavy tax on transportation."

Nothing Less Than Rebates.

It was held that such practices are nothing less than unlawful rebates which accrue to the benefit of the industries themselves and give them "undue, unreasonable and unlawful" advantages over competitors.

"The very carriers that are augmenting their expense accounts and dissipating their revenues in this manner, to the extent of many millions of dollars a year and for the benefit of a comparatively few shippers, are now complaining that their present earnings are insufficient, and on that ground have asked our permission to make a substantial increase in their general rate schedules," says the decision.

The National Tube Company, one of the subsidiaries of the United States Steel Corporation, the decision says, "has forced the line carriers to concede a discount to it out of their rates, which during 1911 are shown to have been \$150,000; this exceeded the entire operating expense of the plant railway."

The commission found that "in many cases the cash revenues received by these plant railways out of the rates of the line carriers are sufficient to lift from the industries the entire cost of their operation."

"Before they may fairly ask the general public to share further in carrying their burdens, it is manifest that the railroads must themselves properly conserve their sources of revenue by making every service performed contribute reasonably to their earnings," says the decision.

REVEALS SECRET MARRIAGE

Dr. Osgood, Millionaire's Son, Feared Parental Opposition.

A secret marriage which had been carefully concealed since last summer, was disclosed yesterday when Dr. Charles Osgood, son of a millionaire maker of patent medicines, announced his marriage July 12 to Miss Loretta Coleman, of Portland, Me.

The couple, who are living at No. 88 Central Park West, met several years ago in Portland, a port made by Dr. Osgood while on his vacation cruise aboard the Narwal, his father's steam yacht. For family reasons, however, the romance was concealed. Fearing parental opposition, they kept their marriage in Sebang, Me., a secret.

Yesterday Dr. Osgood and his bride of twenty-one, learned there was really no reason for further concealment. A telephone conversation followed, and the father, C. H. Osgood, expressed his pleasure at the news.

INDICT 70 IN BANK CASE

Jersey Grand Jury Probes Into Trust Company Failure.

The Essex County grand jury, which for the last six weeks had been investigating the wrecking of the Roseville Trust Company, of Newark, the doors of which were closed with a shortage of approximately a half million dollars, returned seventy indictments late yesterday afternoon to Chief Justice Gummere. It was announced also that it has not yet completed its labor, and retired to further investigate the institution.

It was rumored that William P. Odell, president of the defunct bank; John B. Scarlett, a director, and Frank Bruno are among those named in the indictments.

It was reported that additional indictments against Raymond E. Smith, the cashier and general manager of the institution, who is at present in jail, charged with being the chief wrecker of the bank, and also against William Thompson, a former teller.

HOUSE TO PROBE STRIKES

Will Study Troubles in Michigan and Colorado.

(From The Tribune Bureau.)
Washington, Jan. 27.—Another Democratic investigation was ordered by the House to-day, when the Committee on Mines and Mining was instructed to proceed with an inquiry into the strike conditions now prevailing in the Michigan copper mines and the Colorado coal fields. The House adopted by a vote of 181 to 15 a rule reported by the Rules Committee directing the investigation. A week ago the Rules Committee, seeking to steer clear of further Democratic investigations, refused a report on the MacDonald and Keating strike investigation resolutions. Members of the Michigan and Colorado delegations forced a party caucus and overrode the conservative of the Rules Committee.

SENATE CONFIRMS PINDELL

No Open Opposition to Peoria Editor for Russian Post.

(From The Tribune Bureau.)
Washington, Jan. 27.—The nomination of Henry M. Pindell, of Peoria, Ill., to be Ambassador to Russia was confirmed by the Senate to-day without protest. The opposition to his appointment, which had been aroused by the publication of a letter alleged to have been written by Senator Lewis, and another letter alleged to have been written by Mr. Pindell to Representative Stone with respect to the patronage of the Peoria district, did not make its appearance on the floor of the Senate.

The Senate after a long struggle also confirmed the appointment of W. T. Denison to be a member of the Philippine Commission. Senator Smoot led the fight on Denison.

EFFICIENCY TUTORS DINE WITH SKILL

Wisdom Spices Viands as Experts Conclude Their Annual Session—W. R. Willcox Presides.

Efficiency in dining as well as in words and actions was illustrated last night at the Hotel Biltmore, when the second annual meeting of the Efficiency Society came to an end.

William R. Willcox, former chairman of the Public Service Commission, and president of the Efficiency Society, was the toastmaster.

Charles D. Hine, the reorganizer of the Harriman lines, breathed a chivalrous spirit into a discourse hinging upon the relations of "master and man." Mr. Hine is with the under dog. His sympathies are attracted to the man who has to take orders and who does not dare to talk back when his intuition and experience tell him that things in the factory or railroad are not going as they should. Mr. Hine declared that the mismanagement of railroads was too often due to the fact that chief clerks were acting in an official capacity, while the failure of municipalities might be set down to the sway of the private secretary.

Julius Henry Cohen distinguished between that efficiency which is not vital to humanity and that which may be converted to universal betterment.

Other speakers were Charles H. Smith, Dr. Melville Dewey and H. Russell Brand. A picturesque touch was given to the afternoon session by the address of Dr. Gustave Blumenhail, who considers efficiency problems from the human standpoint. Under his theory efficiency should be altruistic in character, with the commercial side subordinated. In other words, if something human has to be sacrificed to gain an efficient idea, if something of an ideal has to be blotted out of one life to secure a more intense co-operation, the whole system tumbles over like a pack of cards.

U. P. Places Big Car Order.

The Union Pacific Railroad Company will spend \$3,500,000 for new cars this year. The company has just placed an order with several car companies to furnish five thousand freight cars, delivery to start in April and to continue until the crop movement begins. Of this amount the American Car and Foundry Company will build two thousand box cars, while the Pressed Steel Car Company will construct a like amount of box cars, six hundred automobile cars and four hundred stock cars.

Army and Navy Orders.

(From The Tribune Bureau.)
Washington, January 27, 1914.
ORDERS ISSUED.—The army and navy orders have been issued:

ARMY.

Colonel WILLIAM A. NICHOLS, Infantry, and Major JAMES B. HUGHES, 1st Cavalry, to San Francisco, for examination for promotion.
Following assignments of officers: quarter-master corps, in addition to their present duties, ordered: First division, quarter-master, Lieutenant Colonel WILLIAM E. HORTON, vice Colonel JOHN B. BELLINGER, assistants: Majors WILLIAM C. AXSON and FRANK H. LAWTON, and Captain GEORGE D. ARROWSMITH.

Following assignments of officers: Infantry arm, recruited, promoted: Major RALPH H. VAN DEMAN, 21st Infantry; Captain ROSCOE H. HEARN, 9th Infantry; Captain MORRIS M. ACKER, 12th Infantry; First Lieutenant JAMES H. LAUBACH, 19th Infantry; First Lieutenant GEORGE R. HARRISON, 12th Infantry. First Lieutenant JAMES W. LYON, Coast Artillery, to recruiting service, Fort Slocum, vice Lieutenant PAUL J. HORTON, Coast Artillery, to Fort Barrancas.

First Lieutenant GEORGE C. KEELEHER, 26th Infantry, to recruiting service, Jefferson Barracks, vice First Lieutenant JESSE M. HOLMES, 27th Infantry, to his company.

Name of First Lieutenant JAMES W. LYON, coast artillery corps, placed on list of detached officers, and name of First Lieutenant PAUL J. HORTON, coast artillery, removed therefrom.

First Lieutenant SAMUEL J. TURNBULL, medical corps, from Valdez, Alaska, to Hospital, and from Ambulance Company No. 2, second division, to Fort H. G. Wright.

First Lieutenant LEWIS BROWN, Jr., from 3d to 1st Cavalry.

Following officers from assignment, regiments indicated, to unassigned 100: Captain WILLIAM A. CASTLE, 9th Infantry; First Lieutenant RODERICK DEW, 19th Infantry; First Lieutenant HORACE F. STYKES, 25th Infantry.

Resignation of First Lieutenant EDWARD QUINTARD, medical reserve corps, accepted. Captain GEORGE L. BYROADE, retired from Miami Military Institute, Germantown, Ohio, January 27, detailed professor of military science, Concordia College, Fort Wayne, February 12.

Second Lieutenant HARRY D. CHAMBERLAIN, from 7th to 8th Cavalry, April 1.

Leave of absence: Major GEORGE H. R. GOSMAN, medical corps, three months.

NAVY.
Captain W. J. MAXWELL, from Naval War College to duty as Governor of Guam.

Captain J. A. HOGGWERFF, from Naval War College to duty as superintendent, Naval Observatory, vice Captain J. L. JAYNE, to command the new Jersey.

Captain F. R. HILL, detached from the New Jersey, await orders.

Commander C. T. VOGLER, detached from the Wyoming, to command the Des Moines.

Ensign H. R. HEIN, detached the Ozark, to the Michigan.

Civil Engineer E. H. BROWNELL, detached naval station, Key West, to Pensacola.

Chief Gunner T. B. WATSON, detached naval training station, Newport, to construction building the New York, and on board when commissioned.

Chief Gunner J. J. DEMPSEY, to navy yard, Philadelphia.

Chief Gunner A. E. PEARSON, detached navy yard, Philadelphia, to construction building the Texas, and on board when commissioned.

Gunner H. A. WALKER, detached receiving ship at Philadelphia, to the Idaho.

COURT TAKES UP LACKAWANNA SUIT

Government Urges Divorce of Railroad and Coal Companies.

SEEKS TO ENJOIN PRICE AGREEMENTS

Counsel Declares Coal Concern a Lawyers' Device to Get Around the Law.

Philadelphia, Jan. 27.—Whether the commodities clause of the Hepburn railroad act is effective in preventing a common carrier from transporting in interstate commerce any article or commodity in which the carrier has an interest, and, if so, whether the Delaware, Lackawanna & Western Railroad Company complied with the decision of the federal Supreme Court, which declared the clause constitutional, are the main points to be decided in the government-Lackawanna suit argued in the United States Court here to-day before Judges Gray, Bumington and McPherson.

The government was represented by Frederic R. Coudert and Howard Thayer Kingsbury, special assistants to the Attorney General, while John G. Johnson, of Philadelphia, and William S. Jenney, general counsel for the Lackawanna railroad, appeared for the defendants.

The government asked that the railroad be enjoined from transporting in interstate commerce any coal produced or purchased by it and transferred by it before transportation to the Delaware, Lackawanna & Western Coal Company, and also asked that existing agreements with regard to the purchase price of the coal be cancelled. The grounds on which the government asked this relief were that the coal company was not a bona fide corporation, but "a mere cloak" for the railroad company, and that the whole arrangement between the two concerns was a violation both of the commodities clause and the anti-trust law.

Mr. Coudert said that the organization of the coal company was a "sham," a lawyers' device and a subterfuge to get around the law. If this arrangement between the railroad and the coal company was permitted to stand, Mr. Coudert contended, then the commodities clause was ineffective and only a monument to the impotency of Congress to enact remedial legislation for the benefit of the people.

Mr. Johnson, speaking for the defendants, pointed out that the coal was mined by charter right by the railroad company and was sold at the mine to the coal corporation, and was then shipped by the railroad to the market. The question was: Did the coal belong to the railroad? He contended that it belonged to the coal company, and that the latter was an entirely separate organization, not only as to officers, but as to books and in everything that went into the operation of the concern.

Mr. Johnson and Mr. Jenney denied that there was a monopolization of anthracite coal by the Lackawanna railroad or the coal company.

LAW TO CURB SPEEDERS

Extra Day May Be Added to Minimum Punishment.

Replying to a request for suggestions as to how the law against speeding by automobilists on the public streets could be improved, Chief Magistrate McCaddoo declares that the minimum jail sentence should be two days instead of one. The Board of Aldermen, to which the letter was directed, will take the matter up. As it is now the jail sentence provision of the law is a farce. It is the rule that the prison day ends at 4 o'clock in the afternoon. In cases where violators of the speed law are sentenced after noon all that has been necessary to comply with the law is to lock them up in the jail corridor for an hour or two.

NAMES OUT IN BRIBE CASE

Montreal Editors Called Before House Make Disclosures.

(By Telegraph to The Tribune.)
Montreal, Jan. 27.—M. E. Nichol, managing director, and B. A. MacNab, chief editor of "The Montreal Daily Mail," appeared at the bar of the House of the Legislative Assembly at Quebec to-night to answer accusations made by "The Daily Mail" against members of the Legislature that they accepted bribes for furthering legislation contained in a decoy bill promoted by the Bureau detective agency on behalf of the so-called Montreal Fair Association, and outlining a big financial scheme.

MacNab and Nichols stood by their charges, which they said they published in "The Daily Mail" in good faith and in the public interest, and they were prepared to appear before any committee of the House or any other body of investigators and furnish proof of each and every charge of graft they had made against J. Octave Mousseau, member of the Assembly and chairman of the Private Bills Committee, and against Achille Bergevin and Louis Philippe Berard, members of the legislative council.

The legislators demanded to know who were the others accused by "The Daily Mail," but whose names had been veiled by dashes. Under order of the House

Crouch & Fitzgerald

Luggage
Hat and Dress Trunks for Winter Travel and Week Ends
Cabin Trunks, well arranged for a Southern Cruise.

Wardrobe Trunks
14 West 40th St.
Fifth Avenue at 20th Street
Broadway at Cortlandt Street

Equitable space was designed in conference

EVERY foot of space in the Equitable Building was first mapped out in conference by the Owners, the Architects and the Builders. This was done in order to guard against those wasteful and more than useless corners which, in almost every modern structure, the tenant must pay for, though he cannot use.

The beauty of Equitable space is, that it is all usable, and you don't have to pay for a foot that isn't.

Leases now being made from May 1, 1915. The building, however, is due to be completed 2 or 3 months ahead of that date.

Equitable Building

Temporary Office, 27 Pine Street

the editors declared that Mr. Mousseau \$150 paid to Mr. Bergevin was for Mr. said \$500 and \$500 he received from David Gilman, all members of the legislative W. Hyland were for Mr. de Varennes and council.

YOU know the Steinway Piano by reputation, know it as the ideal piano. Whenever the

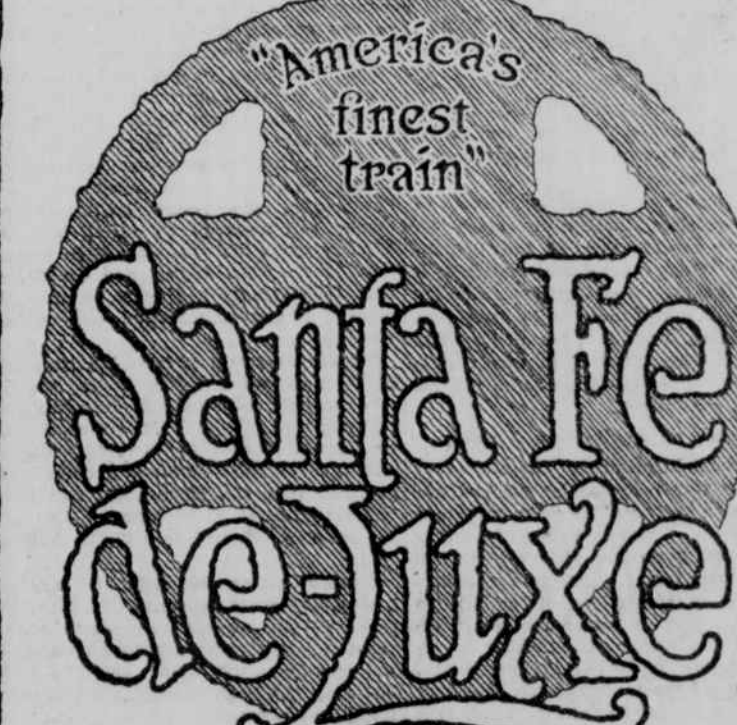
STEINWAY

is mentioned it suggests supreme qualities of tone and workmanship. Why, then, in the choice of a piano, should you not buy a Steinway?

Whether the purchase is made upon the basis of tone quality alone, or economy, the preference should always be a Steinway—its sweetness and strength of tone are unsurpassed, and it will outlast an instrument of any other make.



STEINWAY & SONS
Steinway Hall
107-109 East 14th Street, New York
Subway Station at the Door



Extra fast-extra fine-extra fare
The only extra-fare train, Chicago and Kansas City to Los Angeles

Once a week, traversing the Southwest land of enchantment
Has new all-steel Pullmans and saves a business day

The service is exclusive. A ladies' maid and manicure, also stenographer, valet and barber. Bathing facilities, too
Dining-car meals by Fred Harvey

Make early reservation as space is limited to sixty passengers

Wm. C. Dillard, Gen. Eastern Pass. Agt., 57 1/2 Ave. of the Americas, New York City. Phone, Franklin 3310 and 3301.